

## Two Important Specials For

**TODAY  
and  
SATURDAY**

## Men's Wool Half Hose

Regular 25c value, six  
pairs for **\$1.00**

## Men's \$6.00 Shoes

Gia ed Kangaroo, Pat. Colt and Gun  
Metal leathers, three styles to  
choose from; all regular sizes.  
Special, per  
pair **\$5.00**

*The Copper Queen Store.*

## JOHN W. HOGAN

Justice of The Peace—Notary.

Deputy Coroner Precinct No. 2.

REAL ESTATE.

RENTALS.

Cor. Subway and J. E. T. Street.

COLLECTIONS.

MARRIAGE LICENSES.

Telephone 271

## E. A. Tovrea &amp; Co.

Select their beef from the finest herd of prime steers in the South-west.

Mutton and Veal that is positively unexcelled in quality.  
Weekly shipment of Porkers from the Corn-Belt.  
Largest, best equipped and most sanitary plant for the manufacture of Hams, Bacon, Lard and Sausage in the West.

Cold air storage at all the

## Tovrea Markets

Main St. Brewery Ave. Lowell

## U. S. Collateral Bank

MAIN STREET, BISBEE.

A SALE OF SHOT GUNS AT \$3.25 EACH.

## A GREAT TRADE CARNIVAL

It will make our store the busiest place in town.  
Today we are selling

## Ladies' Skirts For \$4.85

These are the choicest Skirts of this season's make. All materials are represented. Handsome Panamas, Serges, Overplaid, Shadowplaid, Worsted, Voiles, Coverts, in any desirable shade. Every-one stitched in silk.

## Handsomely Tailored Skirts

These Skirts sell for \$6.50, \$7.50 and \$9.00. Your choice for **\$4.85**

Any size you may desire, even outsizes. This sale is for today only.

## The People's Cash Store

PHONE 238 CARL BEHN ALLEN BLOCK

DENNIS MAY, PIONEER,  
DIES IN PHOENIX

Lived in Congress and Once  
Owned Part of the Con-  
gress Mine

(Phoenix Republican.)

DENNIS MAY OF CONGRESS, one of the great pioneers of the West, died in the city of Phoenix, Arizona, yesterday morning at the Sisters' hospital of pneumonia. The remains were taken in charge by Mohn & Driscoll, waiting word from his relatives, who are said to be a brother and sister in Buffalo, New York.

Several old timers yesterday said they knew Dennis May well and most of them agreed that he came to the territory as early as 1866, for some years ago. At that time Phoenix had not been born, and the Apache Indians were thick and rolling all over the country. May began in a short time to prospect over the territory and was perhaps as well posted as any man on the different districts and it is said by his associates that he hardly ever recommended a property but that it turned out all right. He was interested in different times in a number of mining properties and sold one mine on the Colorado to certain parties. However, his biggest transaction was in the sale of the Congress mine. May owned a share in the property and, according to some stories, something like \$30,000 for his share.

After the sale he went east and bought a home near Buffalo for his parents, paying several thousand dollars for it and he also purchased two farms of 135 and 160 acres near the same city. Arizona has excelled her first-class charm over him by this time, however, and he did not long remain in the east, but came back to the territory. He took part of the money and began prospecting and developing other claims. He was also interested later in the Alaska mine near the Congress. In a few days he was to have received \$5500 as a further payment on the property. An informant yesterday stated that on the first of the month he received \$8,000 for the sale of a mine, so that he was possessed of considerable of the world's goods. His business has been lately looked after by A. Iben of the Star lodging house. The farms in the east are left by his will to his brother and sister, his parents having died some years ago.

J. B. Millisap of Congress yesterday stated that he had known May for over thirty years. Mr. Millisap came here in 1879, and May was here before him. They bunked and worked together for many years, followed mining and prospecting. He says that May was not the first one to locate the Congress mine, but that he relocated it after it had been abandoned by the first prospector, did the first real development work on it and hauled ore 60 miles, there being at the time no railroad in that section. He began to work the mine in 1883 and sold it in 1887.

May was one of the hardy pioneers of the early days, rough in exterior and hardened by the life in the open and a life of few comforts, but was big hearted, it is said by his friends and liberal to a fault. In his first days of affluence he spent freely and enjoyed life as it was then enjoyed. Until the last he continued a follower of the gold bug and always contended that Arizona was the only place in the world to live. To his associates, however, he always remarked that while he liked to live here he did not want to be buried here. He remarked often that he did not want his bones to rest where they would be jarred by blast and shattered stone. The thing which he loved in life he wished to be farthest removed from in death, so he asked that he be sent back to Buffalo where his parents are buried. These are the details of his nature and shows that the old home ties were never entirely severed by years of hard toil.

Mr. Millisap says that Dennis May was one of those few men whose souls were in the West. It was related that Dennis May said so, that settled it. The disposition of his remains will be settled in a few days, and thus will end the book of a life whose chapters are identified with Arizona and her earliest history.

## WATER FOR INDIANS.

(Phoenix Democrat.)  
H. F. Robinson, the superintendent of irrigation for the Indian service, is in town to see about the establishment of an irrigation system for the Indians at the Sacaton agency, and will be here for some time to come.

The first proposition with regard to the Sacaton Indians was that they should be taken into the Water Users' association and have a similar irrigation system to the one now in use among their white brethren. But after conferring with the reclamation officials, Superintendent Robinson has hit upon a plan which seems more feasible in that it will be less expensive both to the Indians and to the rest of the valley generally.

His idea is to sell power instead of water to the Indians. If power is furnished to them, they can operate wells of their own upon the reservation, and can do it at less expense. It is claimed, that it would cost to buy water and stand the loss through leakage from the ditch.

Furthermore, the present water users would suffer no loss whatever, as the water for the use of the Indians would come from their own reservation and not from the river. This seems to be the most feasible plan yet advanced, and it is said to meet with the entire approval of the reclamation service.

This is the first visit which Robinson has paid to the valley for over two years. During that time he has spent a considerable part of his time among the Indians of New Mexico, and also built a canal for the Blackfoot agency in Montana, which supplies irrigating water to over 2500 Indians.

A number of people are so distressed concerning the business morals of Mr. John D. Rockefeller that they would do those things themselves if they had the chance, just to keep the old fellow in the straight and narrow path.

CANADA WILL  
OPEN THE DOOR

(Continued from First Page.)

have evidence of this in the fact that they are buying postal money orders payable to themselves at any time within a year. Italians, for example, have come to the department in cases of loss by fire and have shown proof sufficient to satisfy us that they had purchased money orders payable to themselves. Our object is to bring hidden money light, to install life into it and to lead it again into the channels of trade, for the mutual benefit of labor and capital and thus add to the prosperity throughout the land.

Furthermore, we should encourage the foreigner to deposit his earnings, because after he has accumulated a few hundred dollars he will not be content to receive merely a 2 per cent interest, but will seek to purchase a home; and the moment he acquires real property in this country he becomes a better citizen, is more actively interested in the affairs of the nation and at the same time places himself and his dependents beyond the likelihood of becoming public charges.

"It is proposed to bring this money into circulation by asking authority from congress to place the deposits in national banks of the country, not merely in a few financial centers, but in the banks of the district where the money has been deposited. I have been assured by prominent presidents of national banks that the Postoffice Department may count on receiving for such money turned over them a rate of interest varying from 2 to 3 per cent. The department would guarantee the depositor 2 per cent, or 1 per cent semi-annually. Thus evidence is given to the savings bank that we are not in competition with them and that our business would in no wise affect their deposits, their rates being usually from 3 to 4 per cent.

"It will be the policy of the department to simplify in every way the registry and money order systems, so that less time may be consumed in registering letters and obtaining money orders.

"I find that there is a great demand from the public for postal notes, and it is the purpose of the department to recommend such paper in denominations of 10, 20, 25, 30, 40, 50, 60, 70, 80, 90, cents and \$1, and up to \$2.50. It is the intention to have the notes payable to the party designated. A small fee will be charged, but time will be saved, so that less time may be consumed in registering letters and obtaining money orders.

"Mr. Roosevelt is the victim of his overzealous advisers," says the New York Sun. The Sun, however, can establish an alibi.

## Baseball!

## DON LUIS PARK

Today  
and  
Tomorrow

## BISBEE

VS.

## DOUGLAS

SPECIAL TRAIN

Leaves at  
2 P. M. SHARP

## Baseball!

## BISBEE OPERA HOUSE

A. L. MANAHAN, Manager.

## The Columbia Opera Co.

Wednesday—

## Said Pasha

Thursday—

## Olivette

Friday—

## Chimes of Normandy

Prices, 25, 50, and 75c.

HUNTING WOLVES  
BY LOCOMOTIVE

DULUTH, Oct. 17.—Wolf hunting with locomotives has been successfully attempted in St. Louis county and hereafter the rifle, poisoned meat and house officials and they insisted that Mr. Gurry tell them how he got the wolf or they would think he was stringing them.

The engineer took the chaffing in good part and related his wolf hunt presented a wolf pen at the county auditor's office for which he collected a bounty of \$15. He declared in writing, across the face of his certificate, that the animal was killed by a locomotive.

The statement that the wolf came to its death by so unusual a method attracted the interest of the court traps will be tame methods of killing the wily animals.

J. H. Gurry, a well known locomotive engineer on the Iron Range road, is the man to introduce the new method of wolf hunting to the minds of the county. Mr. Gurry has a story.

According to his story he was pulling a train through the town of St. Louis the other day when he discovered a wolf trotting along the railroad track near post 63. Here was an opportunity of testing the wolf's speed, with the possible chance of landing the animal and collecting the \$15 bounty, so Engineer Gurry let the locomotive out a little. As he gained on the wolf he opened both steam cocks and the cloud of white vapor seemed to confuse the wolf and it began to jump uncertainly from the road bed to the side of the track and back again. Just as the engine was upon the animal it jumped to one side of the track, but Engineer Gurry, loath to lose the wolf after so long a chase, jumped down on the roof of his locomotive and, leaning out as far as he could, he gave the animal a kick under the head as the big machine swept by. The impetus of the blow carried the wolf under the wheels of the engine and it was killed.

Engineer Gurry disclaims any credit for the new method of wolf hunting. He claims that he simply followed out the suggestion of a brother engineer on the Iron Range road, who a few days before Gurry's incident described to Mr. Gurry of a wolf he had killed with his engine in Lake county, by first confusing the animal with the opening of the steam cocks.

Mr. Gurry says he did not believe the story of this strange existence came to an end with suddenness. The horizon thickened, a fresh wind sprang up, followed by a swishing sea and growing fog. The violent wind and mighty currents joined forces in a way that caused the Tigris to drift uncalculably. It was discovered that her engines were not working satisfactorily. When, the next morning, it was seen that the gale was increasing, the choppy waves frothing wickedly under a sky dark as cinders, the commander at once turned southward. His stanch vessel driven and blown, he forced his way into Cumberland gulf, which afforded a meager shelter.

As soon as the gale lessened a trifle the engineer made ready to repair his machinery and boilers. Accordingly the heavy weather anchor was sunk, and with the vessel facing the wind's eye and behaving quietly the engine room forced the forge in place by the fire room hatch. However, as the sky was still ugly, they did not immediately bank the fires. The wisdom of this precaution was soon proved. During the night it began to snow. The snow fell fine and dry, and it seemed to grow much colder. At the same time the wind renewed the shrill piping in all the ropes, and the vessel laid down her nose to the gale, which was blowing again, more violent than before. Daylight revealed only too plainly what a wild and terrible storm was raging—the swift, lowering clouds, the snarling, abrupt seas, which shook the vessel in all her timbers.

The Tigris tugged heavily at her chain, now diving, now springing to the top of a wave, which suddenly followed out, causing her to thrash down again, as if she would knock her head against the bottom. All at once a loud, sharp clang resounded through the ship. The anchor chain had parted. With a hissing roar the wind caught her, and the Tigris rose on the foam to leeward and soon after began to roll broadside on.

The rolling brought every one on deck. The engines were started. In time, after wallowing fearfully, the groaning ship was brought round to her old position, facing the seas. She lay as close to the wind as possible, with a reefed staysail forward and the engines being kept going to hold her. All might have been well enough then, if to the dismay of all, the foretopgallant sail had not blown adrift. The big canvas, thrashing in the northeast gusts, endangered the mast. Every bound of the sail shook the mast like a whip. All hands watched it, hoping fervently to see it blow away from the yard for good and all.

Deutenant White, the executive officer, had taken his station by the mainmast. The hurricane gusts now drove the waves the length of the deck. Sometimes the men and snaky clouds of spray mingled in a dense fog, so that it was impossible to see anything. The lieutenant gripped the life line and listened to the fearful noise of the fiercely dapping sail. The men could not possibly handle it, he said to himself. It would be easy enough to shout through the trumpet: "In God's name! Lay out and furl!" But who would obey the order? Anyhow it would only send brave men to their destruction.

As he stood there looking his arm through a blight of rope one of the men came slowly toward him. The sailor worked his way along the frozen.

During the seventeenth century the druggist came to America and closely followed English precedents, modifying them, however, by the practice of the Indians, with whom he came in contact. Quack apothecaries began to spring up in the new land, and in 1835 the colony of Virginia passed a law which among other things regulated the prices and fees of the druggist. At this time it was fashionable for the druggists to practice surgery in addition to pharmacy, and the Virginia colony contained a large number of people who were proficient in both professions. In Massachusetts the business was largely in the hands of Indians, schoolmasters, old women and teachers. The Salem witchcraft delusion retarded the spread of the druggist for some time in the Bay State, for the popular impression fastened on the apothecaries a suspicion that they sold the potions that were supposed to produce the spells. Among those who suffered persecution at this time nurses of medicine appear to have been prominent.

The drug shop had not yet become a distinct institution. It was usually a branch of the grocery or spice business. In 1847 one Giles Forman of Boston, had, however, firmly established himself as devoting special attention to pharmacy. In 1848 the first distinctive drug store in America was opened in Boston by William Davies. —Lippincott's.

Mr. and Mrs. William E. Corey seem determined to shed both families.

Wanted: Clean linen rags at Review office.

AWFUL DEATH OF TWO.  
DULUTH, Oct. 17.—The lifeless and mangled bodies of two men, railroad employees, lie at the Stewart undertaking rooms awaiting instructions from relatives as to the disposition of their remains.

They were both literally ground to death under the wheels of heavily loaded cars, and died within a few hours of each other at St. Mary's hospital.

W. A. Shoklee, aged 24 years, employed as brakeman on the Duluth, Missabe & Northern, slipped and fell.

BOLDLY DEFIED DEATH  
When Petty Officer Willis Went  
Aloft In an Arctic Gale.

RISKED LIFE FOR HIS MATES

A Modest Naval Hero Who Accomplished a Feat That Seemed Utterly Impossible and Saved His Ship and the Lives of Forty Men.

The heroic rigging steamer Tigris was a British sealer before our government bought her, a stanch, stout ship, having a record of many hundreds of miles in dangerous arctic seas. In 1873 the Tigris was fitted and equipped at the Brooklyn navy yard and dispatched to Baffin bay on an unusual and hazardous mission. Some of the members of the tragic Polar expedition were believed to be alive and adrift on the floating ice. Commander Greer of the Tigris was ordered to cruise in the ice pack throughout the summer and as late as possible in the autumn to search every bay and inlet along the coast of Baffin Land for the survivors and the wrecked vessel. With him were Lieutenant Commander Henry C. White and Engineer George Wallace Melville, the last named becoming known subsequently as one of the heroes of the Jeannette expedition and as rear admiral.

Before the mast was a petty officer named Willis, a veteran of the rebellion, a scarred, weather beaten, portly, built fellow, possessing the average pluck which was inclined to the seaman. Had Willis not bunked in the Tigris's forecastle or had he been less than the man he was it is scarcely probable that a single one of the forty-four men on board would ever have come back.

After refitting at Disko late in August the Tigris turned her bluff bows to the northeast, crossed Davis strait and, pushing her way into every lead or river of blue water which afforded a passage, made a persistent but unsuccessful search for the castaways. This continued for several weeks—a strange cruise, but uneventful, save when occasionally there came a terrific crash from a crumbling berg quite near at hand or the danger of collision with the towering ice wall sent the crew rushing to their stations.

One afternoon this strange existence came to an end with suddenness. The horizon thickened, a fresh wind sprang up, followed by a swishing sea and growing fog. The violent wind and mighty currents joined forces in a way that caused the Tigris to drift uncalculably. It was discovered that her engines were not working satisfactorily.

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PHOENIX MANAGER  
WAITS FOR PLAYERS

Goldberg Suspects Wachita  
Baseball Men Have Thrown  
Him Down Hard

(Phoenix Democrat.)

Manager Goldberg of the Phoenix Browns is still waiting at the church.

Wichita takes the part of the married man whose wife won't let him get by.

Wichita is not even so considerate as to send a little note explaining the cause of all this silence and absence. The least they could do, thinks Manager Goldberg, is to send a telegram at his expense.

The first suggestion that the Wichita team come to Phoenix and represent this city on the baseball diamond came from the manager of that team in that city. It was in the form of a letter, and said plainly that they wanted to come.

Not only has Manager Goldberg telegraphed the Wichita boys that transportation awaits them at the Santa Fe depot, but through the local railroad offices he has had messages sent to the Santa Fe agent in Wichita to tell the ball players that they are wanted.

Why Wichita keeps so silent after asking to be brought here to play ball this winter is worse than a Chinese puzzle to Manager Goldberg, who is growing thin over the several disappointments he has had.

Unless some word comes soon, Manager Goldberg will be inclined to class the Wichita bunch with the Hutchison false alarms, who made all arrangements to come here, even going so far as to telegraph for transportation, then went to Bisbee.

The Hutchinsons' disappointments instead of telegraphing to Manager Goldberg that they would not come wrote him a letter. Their names are Pettigrew and Wilson. They played with it twice against Douglas last Saturday and for all accounts nothing caught fire from their playing.

If Goldberg does not get the Wichita phenom, he still has one or two trump cards to play, but must play them today or tomorrow if Phoenix is to have a team to play Tucson by next Sunday. The time is getting short that things will have to happen quick.

No manager ever made a more heroic effort to get a good ball team than has Manager Goldberg. He has given up several hours of his time each day for the benefit of Phoenix fans, and if he does not have a team at Tucson it will not be his fault nor the fault of those who are helping him.

Had it been known sooner, Manager Goldberg might have secured the majority of the Rock Island (Ark.) team. J. C. Adams told Goldberg yesterday that he believed several of the players from Rock Island would come here at his request.

So determined has Manager Goldberg been to have a team at Tucson that he will strive for one up to the last minute. It may be necessary for him to ask Tucson to postpone the first game Phoenix must play at the tournament as late as possible instead of having the Browns and Tucson open the series Sunday morning.

Tucson, Bisbee, Douglas, Cannonville and Hermosillo continue to strengthen their teams by importing fast players. The only discordant note that has been struck so far is the threat of Globe that if the thirtyday limit is allowed to stay off they will refuse to enter the tournament.

Manager Goldberg is looking for a telegram hourly that will tell him that Wichita has started for Phoenix. Unless he gets it this afternoon or evening there will be little hope left.

PROF. DOUGLAS IN EL PASO.  
(El Paso News.)

Prof. James Douglas, president of the El Paso & Southwestern railroad, accompanied by his daughter, Miss Douglas, arrived in El Paso from Arizona by special train this morning and are spending the day in this city.

Walter Douglas, son of President Douglas, and second vice president of the Southwestern arrived yesterday. He was accompanied by his family, who left for New York in his private car on No. 2 yesterday evening, but he remained here and will make a trip over the eastern division of the road with his father.

"I am just out on an inspection trip over the system," said President Douglas to a News representative, "and will leave this evening for a run over the eastern division. I came out from New York about ten days ago and will return when I get through with the business which I came out to look after, but I do not know when that will be."

"We are planning many decided improvements in the Southern division in relation to the road and the service. The roadbed will be made better and much new equipment will be added. We have been under a heavy strain with the terrific amount of business we have been doing, but the strain is now over, the blockades have been substantially cleared away and we have found a breathing spell in which to look into matters and see what is needed and get it."

"Six new engines are now on the way for the yards at various points on the system. They will take the place of old engines now being used in yard service, so that the later can be placed back on the road where they belong and are badly needed. Altogether we have thirty-five new engines coming, besides much other new train equipment."

"We expect to get moved into our new office building here early next month. That will be a great relief to us."

from the top of a car between two cars at Proctor and received internal injuries from which he died at St. Mary's about 5 o'clock. His body was horribly crushed and he never regained consciousness. His relatives live in Silas, Mo., and efforts have been made to communicate with them.

A man walking along the Missabe tracks near Proctor yesterday afternoon was run down by a heavily loaded train and his body fearfully mangled. His arm was nearly torn from the socket, the face crushed and both lower limbs torn from the trunk. In spite of these terrible wounds the man retained consciousness and he never brought to this city on a freight train.

He was hurried to the hospital and efforts made to operate upon him, but he died at about 7 o'clock.